

6. Connect the voltmeter positive lead to the headlight connector white lead and the voltmeter negative lead to the headlight connector green lead. Turn the ignition switch *on* and the dimmer switch to *low*. Note the voltmeter reading.

- a. If the voltmeter reads battery voltage, continue with Step 7.
- b. If the voltmeter does not read battery voltage; check the wiring harness from the ignition switch to the headlight socket for damage.

7. Turn the ignition switch *off*. Connect the voltmeter positive lead to the headlight connector blue/black lead and the voltmeter negative lead to the headlight connector green lead. Turn the ignition switch *on* and the dimmer switch to *high*. Note the voltmeter reading.

- a. If the voltmeter reads battery voltage, continue with Step 8.
- b. If the voltmeter does not read battery voltage, check the wiring harness from the ignition switch to the headlight socket for damage.

8. Turn the ignition switch *off* and disconnect the voltmeter leads.

Taillight Inoperative

If the taillight does not light, perform the following test.

1. Remove the taillight bulb (Chapter Nine) and disconnect the taillight socket connectors (**Figure 16**) from the wiring harness.

- a. Connect an ohmmeter to the bulb terminals. The reading should be zero ohms. Replace the bulb if the ohmmeter reads infinity.
- b. Connect an ohmmeter to a taillight socket terminal and to its mating electrical connector to check continuity. Repeat for the other wire. Each reading should be zero ohms. If any reading indicates an open circuit, replace the taillight socket if it cannot be repaired.

2. Check all of the light system connectors and wires for loose or damaged connections.

3. Check the main fuse as described in Chapter Nine.

4. Make sure the battery is fully charged. Refer to *Battery* in Chapter Three.

5. Switch a voltmeter to the 20-volt scale. In Step 3, connect the voltmeter leads to the taillight socket electrical connectors of the main wiring harness (**Figure 16**).

6. Connect the voltmeter positive lead to the taillight connector brown lead and the voltmeter negative lead to the taillight connector green lead. Turn the light switch to *on* and note the voltmeter reading.

- a. If the voltmeter reads battery voltage, continue with Step 7.
- b. If the voltmeter does not read battery voltage, check the wiring harness for damage.

7. Turn the light switch *off* and disconnect the voltmeter leads. If the voltmeter reads battery voltage in Step 4, the taillight wiring circuit is good.

COOLING SYSTEM

Air passing through the cylinder fins as well as air passing through the oil cooler cools the engine. At a preset temperature determined by the oil thermosensor, the cooling fan operates and draws air through the oil cooler. The oil thermosensor also triggers the oil temperature warning light.

Aside from possible leaks and damage to the oil cooler and oil lines, the oil cooler system is relatively troublefree. Refer to **Figure 17** for a troubleshooting chart that addresses the electrical components of the cooling system.

17

COOLING SYSTEM TROUBLESHOOTING CHART**NOTE:**

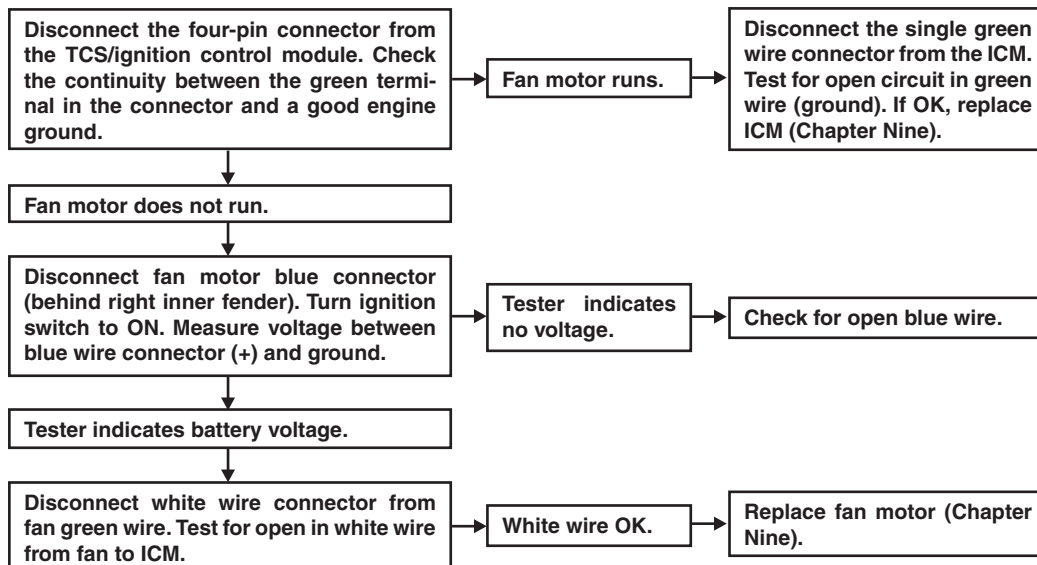
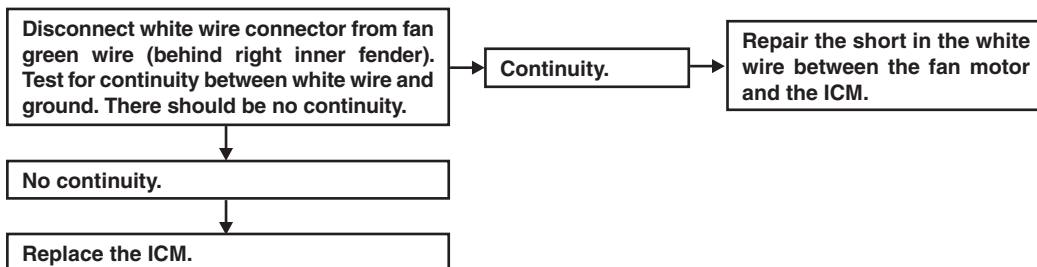
Most dealerships will not accept returned electrical components. If necessary, have the dealership test the suspected component before ordering a replacement.

NOTE:

Refer to Chapter Nine and wiring diagram for location of components and connectors.

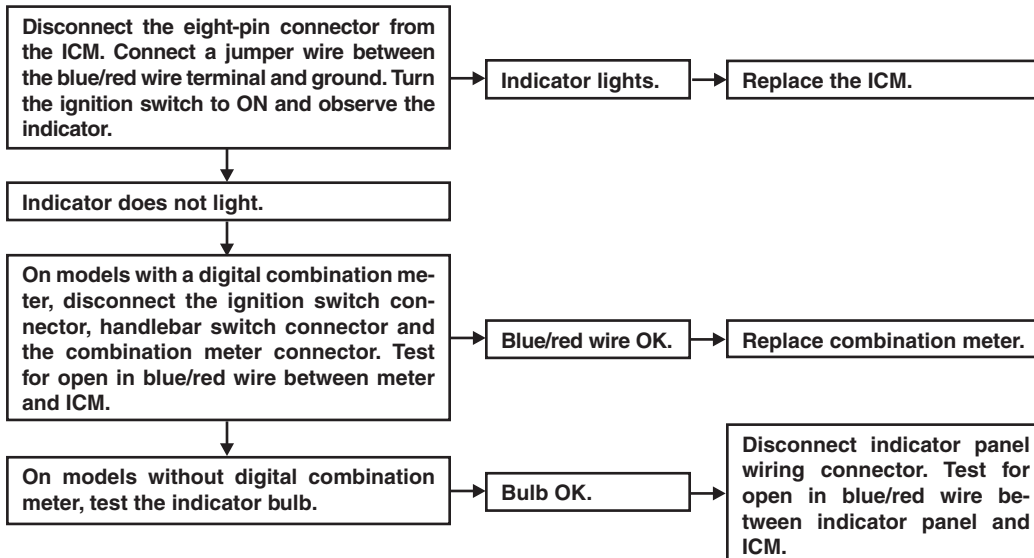
NOTE:

Be sure the neutral/reverse indicator operates properly before using the following chart.

FAN MOTOR INOPERABLE; OIL TEMPERATURE INDICATOR LIGHTS**FAN MOTOR RUNS CONTINUOUSLY**

17 (continued)

OIL TEMPERATURE INDICATOR DOES NOT LIGHT



OIL TEMPERATURE INDICATOR DOES NOT GO OUT

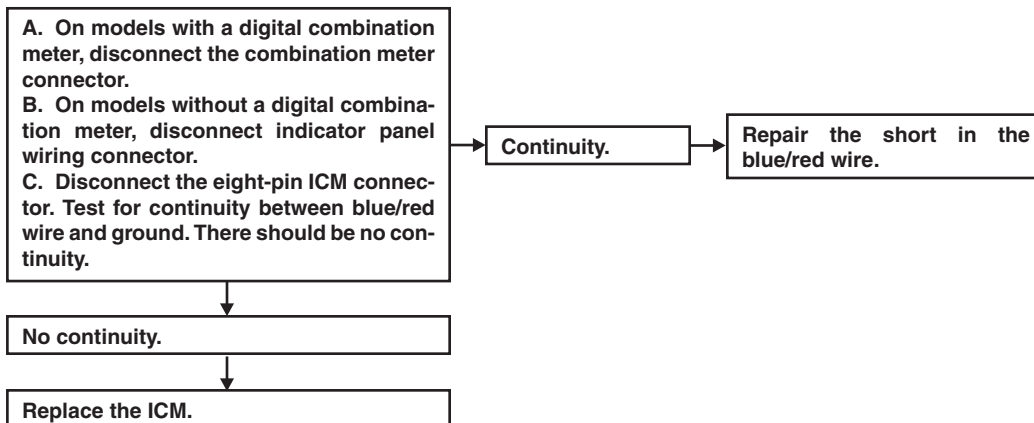
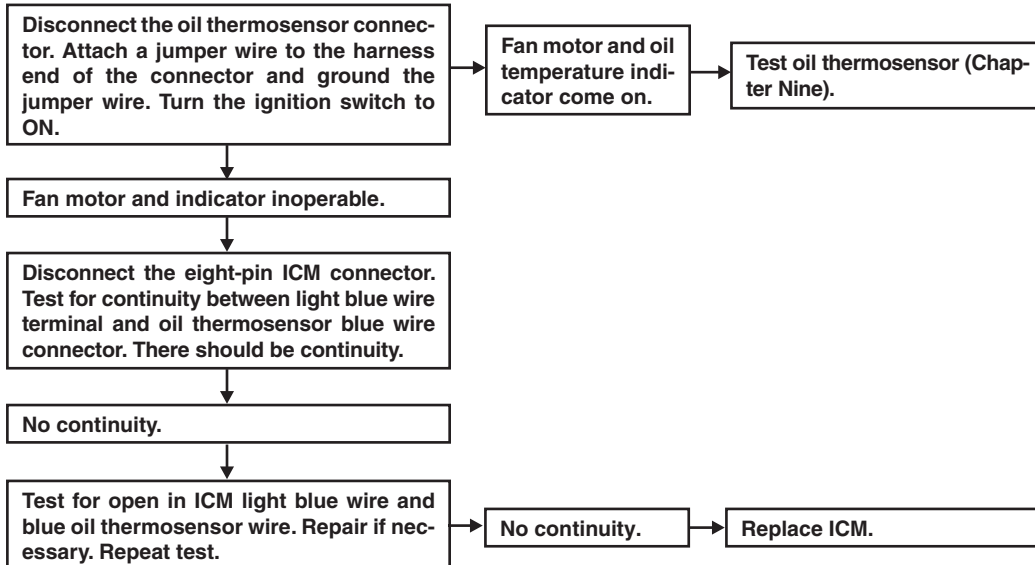


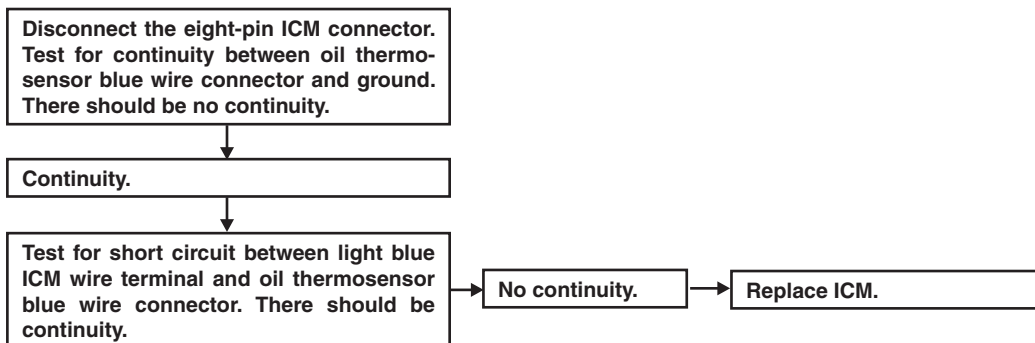
Figure 17 continued on the following page.

17 (continued)

FAN MOTOR INOPERABLE; OIL TEMPERATURE INDICATOR DOES NOT LIGHT



FAN MOTOR RUNS CONTINUOUSLY; OIL TEMPERATURE INDICATOR DOES NOT GO OUT



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